

LOTUSLETTER PART TWO CHRISTMAS 2025





GOOD news... BAD news...

Stephen Warburton reports on the repairs to his Caterham.

In a Million Pieces

Boyd Jarvis finishes his 1962 Lotus 7 restoration but for the usual glitches.

As others see us

Non sequiturs

Spark Plugs go to War
Lotus Moves into Baked Goods
Jaguar's Brave New World?
LOTUS Tea Exists
Escape Winter in Tennessee
Strolling

Neil Drew & Paul Dennis

represent the Club at the Taffia Fish & Chip Run in Wales along with **252 other Sevens**.

Stories

New Member **Howard Emer**
New Member **Jeff Cox**
Replica, Caterham or Lotus 7?
Acre Custom Classics opens.
Rockton 2025
Art Deco-rates AI : Mercedes, Bentley & Audi release Concept Cars

LOG 44

Jamie Caswell and son, **Rob Cattle** & **Claude Gagné** go to Pittsburgh.

Club Bulletins

LCC **SPECIAL Meeting**
LCC Winter Party
LCC Member Dues go up.
LCC President's Message
Rob Szakonyi 1951-2025
Mike Potter 1931-2025
LCC Glovebox

BRONTE 1 ARRIVAL

Club Contacts

Contacts are listed at the end of the newsletter. For more about the **LOTUSletter** contact the Editor at **LCCeditor@hotmail.com**
Design, captions, bulletins, and unattributed articles are the Editor's doing. The **LOTUSletter** can be downloaded free at www.lotusclubcanada.ca

Cover

New LotusClubCanada member **Marchand Lamarre** arrives at British Car Day in his 1977 Lotus Esprit S1.
PHOTO **MIKE MCGRAW**



abstract and brief chronicles of the time

LOTUS TEA

Lotus tea is said to combine the essences of the flower, the earth, and the sky. It is extremely delicate and does not lend to export. In fact, lotus tea can be difficult to acquire in Vietnam because of its fragile and ethereal nature. Lotus tea is made from lotus blossoms that are hand-harvested by boat from Hanoi's West Lake. Only thirty families still make this labor-intensive tea from May to July, prime time for picking lotus blossoms before they open.

Lotus tea scenting is an art in Vietnam. In the past the flower buds were gently opened and the tea was placed inside the buds at night, when the nectar was fullest. Today, however, expert tea scenters select their favorite varieties of lotus flowers and disassemble the flowers to remove the stamens and the aromatic pollen. Expert scenters use between 1,300 and 1,500 flower blossoms to fragrance just over a kilo (2.2 pounds) of tea. The pollen is applied to the dried tea in several small applications over the course of two weeks. Such exquisite lotus tea, made from Thai Nguyen or shan tea, sells for more than \$125 per kilo in Vietnam.

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LOTUS TEA EXISTS.

Called *Liánchá* (China), *Yeoncha* (Korea), or *Trà sen* (Vietnam), it's said to combine the essences of the flower, the earth, and the sky. Extremely delicate, it does not lend itself to export. In fact Lotus Tea can be difficult to acquire in Vietnam [where it is made] because of its fragile and ethereal nature. It is made from lotus blossoms, hand-harvested by boat from Hanoi's West Lake from May to July, prime time for picking lotus blossoms before they open. Only thirty families still make this labour-intensive tea.

Lotus tea scenting is an art in Vietnam. In the past the flower buds were gently opened and the tea was placed inside the buds at night when the nectar was

fullest. Today however, expert tea scenters select their favourite varieties of lotus flowers and disassemble the flowers to remove the stamens and the aromatic pollen. Expert scenters use between 1,300 and 1,500 flower blossoms to fragrance just over a kilo of tea. The pollen is applied to the dried tea in several small applications over the course of two weeks.

So exquisite is Lotus Tea made from Thai Nguyen or shan tea, it sells for more than \$125 per kilo in Vietnam.



In a Million Pieces



“Finally! I have pretty much finished the Seven. It still needs warmer weather and a chance to get the carbs and timing in order. There has been lots to this Lotus, lots of learning.”

BOYD JARVIS

I like cars. I have done body off restorations on a '66 Ford Galaxie ragtop, Triumph TR 4, and an '89 Toyota 4x4 pickup and pulled lots of engines and trans in the old days. I have a vague idea what I am doing.

I lived in England through the winter of 1970 and discovered and fell in love with the **Lotus Seven**: loved but could never afford them. Then I read about Locost Sevens in the *Toronto Star's* Wheels section and decided (hoped) to build one one day. Then in 2013 I found and bought a near-half completed Locost. It took years to finish it (*I suffer from other distractions.*) but eventually I did. I quite love it.

This was written in winter of 24/25. Only in the Fall of 2025 was the car finally running well. Roll on Spring 2026...

B.J.

RESTORING AN ORIGINAL 1962 LOTUS SEVEN FROM PIECES STORY & PHOTOS by BOYD JARVIS

Meanwhile at a high school reunion I discovered a long lost friend had a **real 1961 Lotus Seven**. Red originally, he repainted it black as the pictures he showed me revealed. Derek had bought the car in Scotland and shipped it home in 1977. I was surprised—the shipping weight for the running, driving car with five wheels, top and side curtains was 970 lbs.

Shortly after Derek's death in 2017 his brother-in-law and sister, longtime friends of mine, came for a visit. I hoped to talk them out of the Lotus, until Al proudly announced "Guess who is the proud new owner of a 1962 Lotus Super Seven?"

Derek had two collector cars. The 62 Lotus 7 and a rusty old Rolls Royce. Unknown to Al and his wife and surprising all 3 of us was that Derek had completely disassembled both cars. My apologies to Al but he scarcely knows which direction to tighten a screw...I made an offer that they believed was quite generous and I got the car! They however felt I paid far too much and on at least three occasions since have asked me to take back some money. They were quite serious each time, but I refused.



PREVIOUS PAGE

The rolling-chassis Lotus Seven in Boyd's workshop as it was when he bought the car. The photo above and to the right, shows the very clean interior of the 1600 GT Cortina engine.

THIS PAGE RIGHT

I built a back-saving rotisserie using an engine stand and sawhorse. It worked great, wonderful for doing the floor and side panels.

THIS PAGE BELOW

The Locost Seven. In the background half obscured under bits 'n pieces, is the Lotus Seven waiting to be restored.





Derek was an incurable disassembler. There is no evidence, going by the Seven as I received it, to contradict this assumption. There were two engines, one in pieces. On a positive note, there was little to disassemble. I believe the chassis, which was in surprisingly good, absolutely rust free condition, weighed a mere 82 lbs. I found no evidence of accident repairs to the chassis but good repairs should not be readily apparent. It had only one minor crack, easily repaired. The chassis was bare with no trace of either earlier paint jobs.

I exaggerate somewhat when I suggest the car was also completely dismantled. The Seven was a rolling chassis with left right and rear side panels attached. It had an engine and diff installed, but no tranny. A rolling chassis obviously has four wheels and this did in fact have the four wire wheels and the tires that are on it today. (Photos opposite)

When I got the 'car' home I noticed there were only two head bolts, finger tight, holding the head to the block.



I removed these, pulled the head off and what do I see? Four shiny journals! On a positive note they were a freshly-turned ten thou under. It was however missing most of its internals. I would have to remove it, strip it, do what work was needed, and then reassemble it. When Deb and Al found out they were embarrassed; this became the first time they suggested I take some of my money back.

As mentioned there were two engines with the car, a 1340cc block and a 1600cc, both in excellent condition. The second engine, the one not in pieces was a 1968-ish Cortina 1600 GT Ford Crosflow. I assume it's a GT as the flywheel, which I weighed, was eight pounds lighter than the regular 1600, so GT it is. It was bored 50 thousand over. The first engine, the 1340cc rated at 85 hp and in pieces, is probably the original Ford powerplant. The carbs and the header are on the same side. It has the raised embossed **L** on both sides of the block, apparently denoting Lotus. There is no ring ridge so perhaps the mileage is low. It apparently ran well until disassembled. It's still in pieces.

Derek apparently very seldom drove the car. The original odometer only had 21,800 miles on it. **John Watson** of *The Historic Lotus Register* told me the car was owned by a North Ireland car dealer who was known to race Lotus cars. This (and weather!) might explain the low mileage. Derek often had the Seven apart for repainting, repaneling, etc. It was red when he bought it, black later, and no paint at all when I got it. The wheel to wheel back panel had no outside fuel filling port/hole as was seen in some photos of the Seven in Scotland but as there is no hole there now, that panel is new.

The rebirth was slow. I have many hobbies, interests and distractions. I do not work fast. I try and do things right.

Derek had prepped the back end to receive the Cortina diff, a common and acceptable solution it seems. The tranny that came with the car (plus orphaned bits of what must have been the original) was the GT tranny but the shifter was crap. It would have put the shifter almost out of sight under the dash. Luckily, **Claude Gagné** directed me to a former Lotus Club member who lived in Millbrook, **Dave Rollo**, who even more fortunately had just the transmission I was looking for, original and in very good condition. Excellent but pricey. I am sure in Britain I could have acquired a new tranny for £100 or £200 but not so in Canada. \$2500 and then some extras. This was the second time Deb and Al strongly suggested I take some money back.

The tranny is installed in the car now between the 1968 1600 Cortina GT engine and a 1968 Cortina rear end.



FAR RIGHT Bottom end of the Cortina block.

LEFT TOP Crank, camshaft, timing gear, lifters and pushrods: I bought the lifters but the cam came with the car. Obviously it is either new or perhaps a regrind as the parkerized finish on the lobes wears off very quickly with running and was in new condition.

MIDDLE TOP Cortina engine with newly installed pistons

LEFT BELOW Head Assembly underway. The valves were not new but "As New"

MIDDLE BELOW Distributor in pieces. There was precious little I did not disassemble with this project.

1600 FORD CROSSFLOW RESTORATION





I suspect the weak original rear end had broken because I received it partially dismantled. These Triumph Herald rear ends are notorious for breaking. If it did break this might well have prompted Derek to find a commonly used and stronger replacement, from a Cortina. As I have a bigger engine it seems prudent to make the change. I do not know this as fact but simply suspect it.



I had a beautiful alloy tank built that also has a fuel level set up. True to the original you still have to lift the 'trunk' cover to gas up. I laboured over the quite lovely Weber carbs. Despite buying lots of carb parts they were still less than perfect. Gave up waiting for warm weather to get them right; took them to Don Oake in Courtice. Happy with the results.

The Lotus had good but petrified and impossible to clean, dirty white vinyl upholstery. I put the word out and a buddy found me a really nice and inexpensive oxblood leather sofa at a thrift store. There is very little upholstery to cover in a Lotus 7. Katherine (and I) did the two seat bottoms and one single back to an acceptable standard. It looks quite lovely.



The steering wheel was a rather thin aluminum frame with bonded rubber and stitched leather cover. It was a little flimsy and I worried it had cracked. I took it apart. It was not cracked, just Lotus light. I replaced the frame with much thicker and stronger aluminum. I had to cut the bonded rubber that surrounded the alloy. It came off clean. Because the new alloy was 1/10 " thicker it refused to close up. I found some old black nylon braided fishing line and wrapped it very tightly which pretty much did the trick. I then stitched the original leather cover, again, very tightly until finished. I was not displeased with the end result, it's quite strong, but I was amused. If you now look at the wheel closely you can see the fishing line ridges. The photo (right) shows the new steering wheel and the old frame.

As mentioned there was zero sign of previous paint (or removal of same) when I bought it. I brought the paint chip book home from Carquest for a couple days and ended out with a cream colour I think is from Renault. The fenders and nose are flat black paint at \$10.00 a litre at Home Hardware rolled on, then wet sanded, then satin clear coated. Easy fix!





ABOVE

Boyd Jarvis holds the Seven's **62 7** licence plate. On the wall behind is the plate the car wore in Scotland, **SMS 570P**, as can be seen in an old snapshot taken when Derek bought the car, then painted red.

I did paint the cream colour myself. Not perfect, not bad. Surprisingly expensive at \$150./00 a litre, but I have not painted a car for years, so what do I know?

I took the car for a two km burn down my sideroad last Fall. It worked well. But now with seven plus feet of snow in front of my shop I must wait and wait and wait before driving the Seven again. Back to work on my '63 TR4.

It was only when the restoration was finished that I saw the Lotus Seven for the first time. When I bought the car it was in pieces. I did not know Derek well. I did not ever see the car while he was alive.

My real fun is in building these cars. I will sell this car when I am sure all is well, but not the Ford 1340cc. I believe this is the original engine and is desirable, particularly because of previously mentioned "L" on the block. Ford built these blocks specifically for Lotus. I will hold on to the engine so whoever purchases the car has the opportunity (at an additional cost) to take the car back to its original state if so desired. I mostly have all the original parts including the rear end, generator, starter and even headers. If no one wants them I will sell as is or assembled after the car has been sold.

Last thing. I'd thought the Lotus was a 1961. Wrong! It's a 1962. I guess the license plates should have clued me in!





Camden Thrasher's photo opposite is typical in mood and quality of those accompanying **Sam Smith's** Hagerty article:

In Tennessee's misty mountains, we simplify and add three Lotuses.

To read the story go to the ludicrously long address below.

[HTTPS://WWW.HAGERTY.COM/MEDIA/DRIVING/IN-TENNESSEES-MISTY-MOUNTAINS-WE-SIMPLIFY-AND-ADD-THREE-LOTUSES/?UTM_SOURCE=SFMC&UTM_MEDIUM=E-MAIL&UTM_CONTENT=MED_UN_NA_EML_UN_UN_DAILYDRIVER_WEDNESDAY_V2&HASHED_EMAIL=A700FC3276A7106AA822D344A485DB6B4757067143979735DD36D90D9C91A35F](https://www.hagerty.com/media/driving/in-tennessees-misty-mountains-we-simplify-and-add-three-lotuses/?utm_source=SFMC&utm_medium=email&utm_content=MED_UN_NA_EML_UN_UN_DAILYDRIVER_WEDNESDAY_V2&hashed_email=A700FC3276A7106AA822D344A485DB6B4757067143979735DD36D90D9C91A35F&DTM_EM=A700FC3276A7106AA822D344A485DB6B4757067143979735DD36D90D9C91A35F)

Southern Ontario winters do not evoke Shackleton, Scott or Mawson and their wonderful terrible expeditions, but squeezing by the hibernating Lotus in the garage to get out the snow shovel is its own sort of seasonal soul-sucking trial. Antarctic explorers knew they'd have a good story to tell and an audience eager to hear it, if they survived. Putting your back out shovelling snow just stirs a routine sympathy in listeners.

If this winter is as long and dreary as usual, and driving your Lotus seems too distant a daydream to console you, read the Hagerty article by **Sam Smith** about driving two Caterham Sevens, one old-one new, and a Series One Elise, through the mountains in Tennessee. It's very personal. He feels that the S1, not the S2 Elise, is the successor to the original Seven and truer to Lotus roots. He also worries that with the upscale Emira, Lotus is in danger of letting Chapman's mantra, *Simplify. Add lightness*, slip away. It's a repeat of 1976 when the Esprit replaced the Seven, Elan and Europa. The photos by **Camden Thrasher** (Is that name real?) are wonderfully moody.

My only criticism is the title. The word 'Lotuses' does not exist. As the company has pointed out many times Lotus is a singular and plural noun.

Thanks to Roger Barker for the link.

EDITOR

ESCAPE WINTER

LOG 44 PITTSBURGH

story by Jamie Caswell

WHO

JAMIE CASWELL / SON MICHAEL / ROB CATTLE

WHICH

JAMIE'S 2024 EMIRA / ROB'S 2021 EVORA GT

WHERE

PITTSBURGH / U.S.A. / LOTUS LTD'S LOG 44

WHEN

SEPTEMBER 5TH-9TH, 2025

WHY

LOTUS CAMARADERIE / THE BACKROAD ROUTE
& THE FALL COLOURS / SEEING OLD FRIENDS
ONCE AGAIN.

BACKROADS. A normal trip by interstate highway would still take just over four and half hours to reach Pittsburgh, where LOG 44 was being hosted, from my home in Fonthill near the U.S. border. Sensible, convenient and boring. Why drive a Emira? Why drive a Lotus at all?

We wanted to experience the twisting backroads threading through the small towns of New York state and Pennsylvania, (and if possible while driving a Lotus), take in the trees' brilliant colours. We voted to drive to LOG 44 on backroads. Fortunately we were given a map prepared by an old friend and LOONY member (Lotus Owners of Western New York) **Tony Vaccaro** with way points mapped along the trip.

Rob arrived at my home around 4pm the day before the long drive so we went and played eighteen holes of golf before returning for wings and beer. And to study Tony's maps.



left to right

*The fearsome foursome:
Rob Cattle, Claude Gagné,
Michael Caswell and
Jamie Caswell.*

PHOTO NICOLE GAGNÉ

LOG 44 CONCOURS DRONE SHOT BY ED ELLISON

Spot Claude Gagne's lime-green Elan, Rob Cattle's burgundy black-topped Evora and Jamie Caswell's silver black-topped Emira. Rob & Jamie's Lotus have front licence plates.







Friday morning arrived. We left at 7am, picked up my son Michael, headed to the Fort Erie Peace Bridge and by 8:30 we were in the U.S. travelling south through the ski country of Western New York.

Now the fun began. The roads became narrower and narrower as we entered the Allegany Mountains that extend from New York State to Virginia. Roads were smooth, shoulders paved. We were on a roller coaster ride that had no end to it. Lots of very small towns: clap board houses, pickup trucks, ATVs and skidoos in every yard. Elevation changes of 1200 to 1400 feet. The sun was out, the roads clear and the leaves brilliantly coloured. You have heard of the *Tail of the Dragon* in Tennessee? Our route was *Tail of the Raccoon*. There were at least a few belly-up raccoons that never made it across the road.

At about 2:30 in the afternoon we were weary from our roller coaster drive yet we were still eighty miles from our destination...We hopped on a highway and headed directly to Pittsburgh and our Hilton hotel.

Friday night was a *Meet n' Greet* in the ballroom with cash bar and hors d'oeuvres. On display was a new Emira GT4 race car, a Europa 47 GT race car, Jimmy Clark's F1 49 R2 (the motor is a stress member of the chassis) and a 1954 Lotus MK 9. All beautiful cars.

Early Saturday morning we were at the *PittRace* track where we had a concours, track lapping, Autocross and Go-karting and lunch. 150 Lotus cars on display.

Saturday evening was the awards dinner and our speaker **Dave Minter**. He worked at the Lotus factory as an engineer during production of the Esprits, then left Lotus

but returned for another stint when the Elise came out.

Sunday was our rest day...Finally! People toured the areas around Pittsburgh before meeting back at hotel for an Italian buffet and another speaker who talked about the history of the Lotus 49 F1 race car.

It was a great weekend of meeting new people and old friends. I attended my first LOG in 1983 in Chester Vermont: LOG 3. Claude Gagné has been to almost every LOG starting with Rob and I have attended many over the years. Rob and I figured out that we met at LOG 4 at *The Pocono Mountain Resort* in 1984, when we both had Lotus Europa Twincams. Forty years of friendship! Lotus cars, golf trips and even motorcycling in Tuscany, Italy. What a great ride we have both had!

Jamie Caswell

left to right

... Europa 47 GT race car,
... 1954 Lotus MK 9
... Jim Clark's 1967 F1 car,
the Lotus 49R2
... 2025 Lotus Emira GT4
race car.

PHOTOS JAMIE CASWELL

previous page

Rob Cattle and Evora.

PHOTO ALAN OLSON

next page

(R) Rob Cattle's Evora in the foreground. I wasn't certain at first it was his Lotus but then I noticed Rob's head. The Elise behind showed up at Bronte this year: see photos two pages on.

PHOTO ALAN OLSON

(L) Rob's burgundy Evora (black top) is in the centre.

DRONE SHOT ED ELLISON

right

Jamie Caswell at speed in his Lotus Emira.

PHOTO ALAN OLSON

three pages on

(L) Jamie and Michael Caswell with the Emira on the PittRace track.

PHOTO UNKNOWN

(R) Rob Cattle with his Evora at the Saturday morning concours.

PHOTO JAMIE CASWELL







Well-Travelled Elise

Taken at British Car Day in September. Weeks later I compared these shots with those from LOG 44 and realized it was the same Elise that was parked behind Rob Cattle's Evora at the concours. Compare licence plates front and rear: they gave the Elise away. Although the driver was caught on camera at Bronte he remains unidentified.

PHOTOS M.EDDENDEN





Claude & Nicole's **LOG 40th**

A long time ago, early 80s, Nicole and I took a road trip around Lake Ontario in our Lotus Europa to visit our friends in Rochester NY. First night we wanted to stay near Toronto, but not pay for a hotel; money was pretty tight in those days. So we asked **Diane Barrett**, the Lotus Club President at the time, who lived in Toronto, if she knew someone who could offer us a free night stay. She suggested **Rob Cattle**, who was living in Scarborough in those days...

I got in touch with him and sort of invited myself. Rob and Elaine (Elaine had just joined Rob in Canada) were wonderful hosts. We met several times after that, as they moved from house to house over the years and of course we also met several times at LOGs. We also met **Jamie Caswell** at an early LOG.

Nicole and I have been to 40 LOGs now. Missed the first two, and lately, the one in Utah due to COVID



(could not fly) and one in Austin. So from our first LOG in Chester, Vermont, we went to 38 consecutive LOGs. We won't be going to the LOG in Utah again next year, however; it is getting expensive and we are trying to minimize our trips to the USA now..."

Claude Gagné

ABOVE

Claude and Nicole Gagné LOG 44. Nice shirts.

PHOTO JAMIE CASWELL

PREVIOUS PAGE AND RIGHT

Claude Gagné's 1967 S3 lime-green Racing Elan.

The car was For Sale.

PHOTOS ALAN OLSON



LOG 44 Concours Pittrace Track

Jamie Caswell's silver Emira can be seen in the far left outside row, at the front, between two red Emiras.

PITTRACE TRACK DRONE SHOT BY ED ELLISON





ROCKTON 2025

photos chris marson / iain thomson report iain thomson

OPPOSITE
Roger Barker and volunteer Iain Thomson
(colourful vest) **PHOTOS CHRIS MARSON**

NEXT PAGE BACK TO FRONT
Roger Barker's
1960 Type 14 Lotus Elite S1 (Type 14)
Keith Marshall's
1969 Lotus Elan S4 SE DHC
Kevin Marson's newly restored
1976 Caterham Seven Twincam
Chris Marson's
2025 Lotus Emira V6 (manual trans.)
Iain Thomson's
1967 Lotus Elan S3 SE DHC

COVER
Alan Sadowky's 1997 Lotus Esprit V8
PHOTO CHRIS MARSON



ROCKTON BRITISH CAR SHOW & FLEA MARKET

report by Iain Thomson

I was a volunteer at the Main Show Car entrance, so I was not in the Show Car area for much of the time. Roger Nethercot also attended as a Volunteer. His Europa restoration project continues. The weather forecast called for occasional showers, and the sky was mostly overcast, not unusual for October 19. Given the doubtful weather, Roger did not bring his MGA, due to an issue with the convertible top! Thankfully, the rain held off until the afternoon, after the vendors had packed up but the doubtful weather reduced the number of British show cars in attendance. However, the spectator parking lot (across the street from the Rockton Fairgrounds), had a good turnout of people arriving in their daily drivers. The Vendors, mostly located inside the display hall, were selling classic British car parts and supplies, publications, and related memorabilia. Satisfied customers were seen carrying their merchandise back to their vehicles, as they left the Flea Market. As usual, various British Car Clubs were represented, with tables advertising their club and membership applications. One sees many friends and suppliers here, some having been involved with the classic British Car scene for decades!



ABOVE
MGTD ready for, if optimistically late in the year for, a picnic.

PHOTO CHRIS MARSON

RIGHT
The Lotus Club of Canada Row from the side.

PHOTO IAIN THOMSO

NEXT PAGE
The Lotus Club of Canada row from the rear.

PHOTO CHRIS MARSON







Morgan 3-Wheeler Replica (HOMEBUILT)

PHOTO OPPOSITE AND NEXT PAGE CHRIS MARSON

No one was familiar with the 3-wheeled car when I emailed members. Those who had been to Rockton this year were adamant it wasn't a Morgan although clearly the original Morgan 3-Wheeler provided the template and inspiration.

Alan Sadowsky (Esprit) however, did know the car.

"The vehicle was hand-built by **Michael Herring**," he emailed.

"I have known the Herring family for decades. Michael bought a **Honda Dx650** motorcycle and then built the three-wheeler around the engine. The body is made up of aluminum strips that have been formed to fit, then riveted along the length, and finally welded/brazed along the ends. My neighbour and passenger this year to Rockton in the Esprit, **Gary Wolf**, talked with Michael at length about the creation. Gary has also known the Herring family for years, and is known to several LCC members.

At one point in his career he made the **Wolf Seven** a Lotus Seven Replica."

*The members who know Gary Wolf are **Matt and Kevin Marson**. Gary made the exhaust for the Europa—formerly owned and restored by Kevin, now owned and being repaired, post-accident, by Matt—back when it was owned, pre-Marsons, by Doug Szoke.*

Editor



Jaguar's Brave New World?

Jaguar has fired its Chief Creative Officer, **GERRY McGOVERN**, the man behind the controversial and radical **Type 00 concept car** that caught the public's attention but displeased enthusiasts.

McGovern was at the top of his field. The design newsletter Dezeen called him, "One of the world's leading car designers." He had been with Jaguar Land Rover for twenty-one years, was responsible for rejuvenating the Defender, designing multiple Range Rovers, and had an OBE.

Described in the press as the driving force behind the controversial "complete reset" of Jaguar, the Type 00 car, he extolled the concept as "Our first physical manifestation and the foundation stone for a new family of Jaguars that will look unlike anything you've ever seen."

While the Jaguar ads, often dismissed as woke, with androgynous actors in futuristic costumes (*Can you call them clothes?*) never showing the car, did get everyone's attention, they did not capture the public imagination. The Concept Car fared a bit better when it showed up. So the question is, did they fire McGovern for the design of the car or for the bizarre marketing that promoted it, or both?

EDITOR

OLD VS. NEW

Jaguar celebrated its 90th birthday by displaying the first SS Jaguar (blue) and the Type 00 (red), outside the Chancery Rosewood hotel in London.



Art Deco-rates AI

by Michael Eddenden



Like **Jaguar** last year, **Audi**, **Bentley** and **Mercedes-Benz**, have recently released Electric concept cars, minus the controversy. Each claimed to be Radical, the Way of The Future, and Heritage Inspired. Their press releases relied on marketing buzz words to sell the cars: a verbal haze of cool slang more than a clear description. Fortunately pictures were provided. My impression is that the cars have more similarities than differences as though the designers graduated from the same class.

AUDI revealed their electric two seat sports car, the **Concept C**, in Milan. It was "informed by the 1930s Auto Union Type C", and demonstrates the "brand's new design philosophy [of] minimal measures to have maximal impact". Also a "Radical simplicity." Audi is setting out to, "Inspire desire and create cultural impact." They stopped short however of imitating Jaguar's attempt at cultural virtue signaling: there were no androgynous models parading about in futuristic costumes.

BENTLEY unveiled its electric **EXP15** concept car about the same time. It's 5.4 metres long, has three seats and three doors. The third seat rotates and slides back and forth between the rear passenger and the driver. As the company put it the car "positions our new design language" with "upright elegance", "an endless bonnet line" and the "Iconic grill". There is no need for the grill, being an EV, so they use it as an iconic symbol and light show. "With light technology changing, we have an opportunity to create a piece of digital art."



The car is said to resemble a "resting beast" using the "perfect Bentley proportions," which happen to be, from top to bottom, one-third cabin and two-thirds body.

The **MERCEDES-BENZ** concept car was “Unveiled at Shanghai Fashion Week together with a collection of matching outfits,” said the Dezeen article by Jennifer Hahn. “The concept was presented alongside a collection of six matching outfits for men and women, with dark blue and silver-gold details that reflect the car’s colour scheme.” Vision Iconic’s design, “hearkens back to the ‘golden era of automotive design’ in the 1930’s [and is] a modern take on Art Deco”.

Mother-of-pearl marquetry and AI technology were extolled in the same breath. The car has neuromorphic computing: “Imitates functioning of the human brain to make AI faster and 10 times more energy efficient.” It has solar paint: “A wafer-thin paste...generating up to 12,000 kilometres of added range”. It employs Level 4 highly automated driving, “allowing the driver to watch a movie or take a nap.” It can even park itself after the driver has left. Inside, the two front seats have been replaced with one “upholstered sofa in deep-blue velvet, creating a homely living-room feeling,” presumably to aid napping.

Ironically, the rich had figured a way to have all this driverless convenience a hundred years ago without any state-of-the-art technology. They hired a chauffeur.





The look of tradition is promoted. The Mercedes' star is again a hood ornament, mounted upright above the big retro grill, as it was in the 1930s. What the grill does other than proclaim the brand, is unclear. 'Solar paint' hints that the car is an EV but neither motors or engines are talked about.

There is a quiet finesse to all three designs. The curves are minimal and deft, formal and refined. The front ends are, to my taste, ostentatious. Is there such a thing as pompous elegance? The concepts were said to be inspired by heritage, to the Auto Unions, Bentleys and Mercedes of the 1930s, but those cars had massive engines. These cars are electric. They have no reason for long hoods and large grills. The aesthetic is minimalist but the execution is baroque. Form isn't following function, Function accommodates Form. What next? Will the accelerator be connected to a recording of a twelve cylinder engine? Will we select exhaust notes, like a cellphone's ringtone?

I am not sure what to think when it comes to Art Deco as inspiration. Unlike other architectural styles, with roots in ideals—Neoclassical : the enlightenment, Gothic : religion,





Modernism : 20th century socialism & capitalism—**Art Deco is ethos-less**. Deco is short for **décoratif** after all. Art Deco is where fashion sits. It's well-to-do up and down Park Avenue. A design for designers, slick and stylish in a way that lacks associations other than style itself. It could be applied to everything, like wallpaper, from skyscrapers to bicycles, trains to typefaces, haute couture to kitchen appliances, New York night clubs to vacuum cleaners, cars to cutlery. Advertising loved it; it had brand-ethos. Being elegant, moderne and vacuous it was perfect for knick-knacks.

Is this the image Mercedes, Bentley and Jaguar want? Shallow but fashionably shallow, projecting streamlined status and elegant wealth like those on that famous thoroughfare, with their noses in the air? I suppose so. Perhaps to the rich, cars can too easily seem decorative.

These are concept "cars", not even prototypes. We may never see them again or they may be, as the four design teams hope, Our Future. It seems to me, if the aesthetic potential of an electric car was based on that technology's needs, instead of exploiting associations



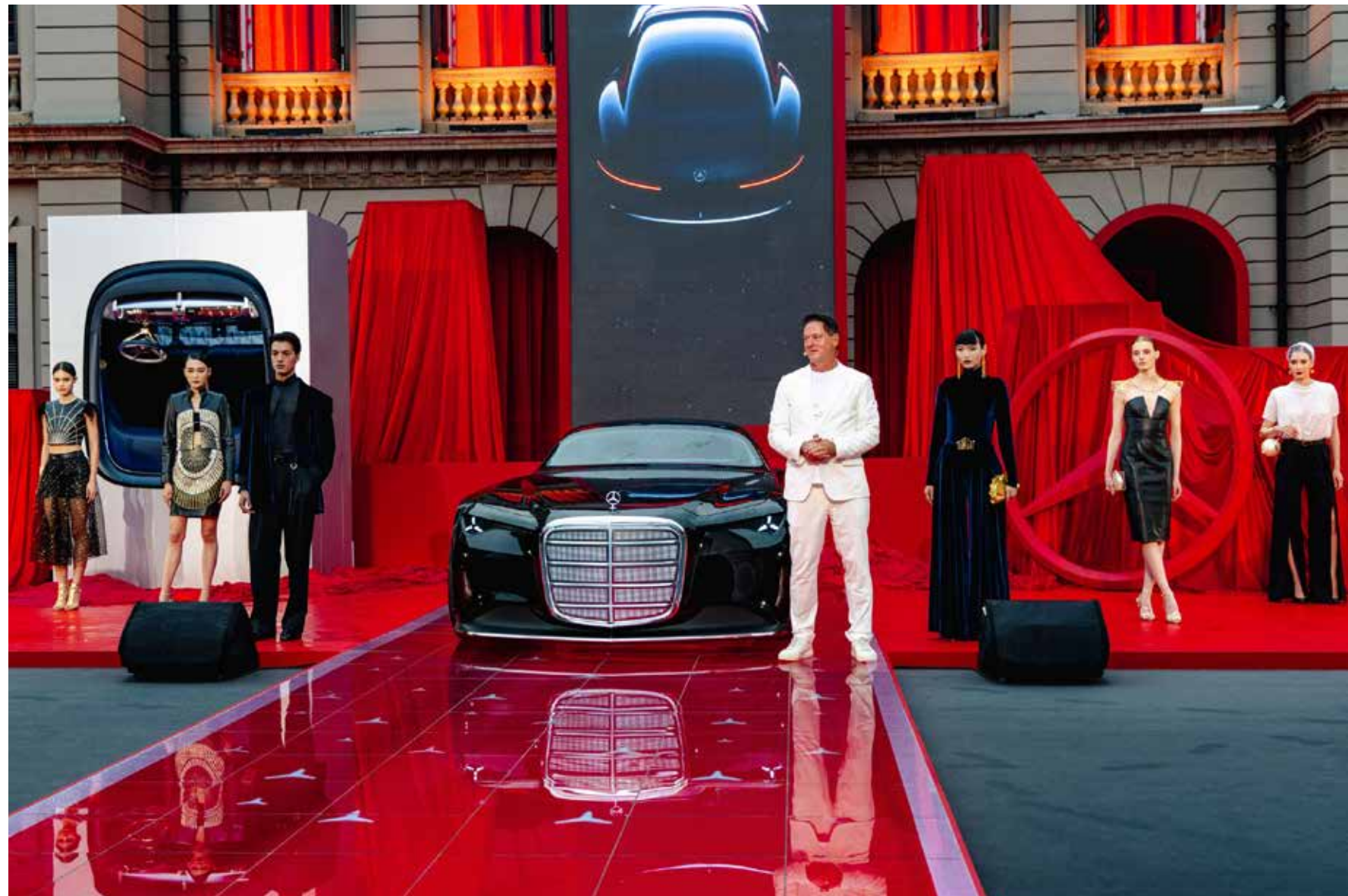
The information was taken mostly from several articles in **Dezeen**, an online magazine devoted to design. Photos were supplied by the manufacturers. The opinions are merely my own.

now obsolete and a century old, they would truly be original and fresh. They would also be authentic.

That's the problem; they aren't real. An illustration of the Bentley tearing up the road, that the company supplied, was AI fantasy. All these concept cars are called electric but any mention of motors and batteries is absent. Making the passenger comfy gets lots of attention. Drivers are only mentioned to gush that drivers don't have to do any driving at all. The car will do it for them. It's a passenger's idea of what a luxury car should be, emphasis on luxury. How elegant the car appears, not how it performs. An Art Deco-rative design.

A long time ago, a friend who we'd asked to direct us to a restaurant she liked, couldn't do it. We teased her. How could she have been to the place a dozen times and not know where it is? She was flustered and embarrassed. "I only know how to get there as a passenger!" she pleaded.

Concepts only know how to get you there as a passenger. I'm grateful Lotus has not taken this conceptual route.





A set of plugs for the **LANCASTER BOMBER** at the *Canadian Warplane Heritage Museum* in Hamilton. Built in 1945 the Avro Lancaster still flies regularly. Each of the aircraft's four Merlin engines requires two spark plugs per cylinder. That's 4 engines x 12 cylinders x 2 plugs = 96 in total. All which must be gapped. The Lancaster was down for maintenance at the time and the plugs were out on a table. **A ride in the Lancaster costs \$5000.**

Photo sent by **Mike McGraw** after a flight in October in the museum's **Consolidated Canso PB-Y Flying Boat**. **(See Mike's photos of his flight next page.)** The Canso was used for observation, search and rescue, and submarine hunting. There are two large bubbles, one each side for the observation crew or guns when needed.

SPARK PLUGs go to WAR



BRONTE 1 ARRIVAL

Photos

Grainger

McGraw

Marson

Eddenden





NONE of these things had happened before. In past Brontes this was a prized spot to take photos of the arriving cars: a clear sweeping curve with rising ground on the right for an elevated view, almost always desirable. This year there were undesirable changes: a bright orange volunteer stood by the roadside, a large Vlogger wandered along the road recording, and modern SUVs and pickups shared the road with the old cars. Sometimes with luck and effort it was possible to avoid all three but usually one, or two, or all of the unholy triumvirate appeared in the viewfinder and there was nothing that could be done about it. I couldn't complain about the volunteer who was just doing his job; I did gripe about the Vlogger but as he had as much right to be there as I did, *I suppose*, only to myself; and I'd have ranted about the SUVs if there had been someone to rant to, which there wasn't. I yielded to a different picture than I'd anticipated. I would show the event not just the cars, although I accepted this whole-heartedly after looking at the photos again and again, and then again for weeks after Bronte saw it in the pictures I'd taken. Pictures like the one here and on the previous page.

**BRONTE 1 ARTICLE COVER
TWO PAGES PREVIOUS**

This view illustrates the challenges at this year's Bronte: the prominent orange Volunteer, the large Vlogger patrolling the road (background far left) and the obtrusive big non-British SUV. Stopping to ask directions are Club members **Peter & Rosanna Passariello** in their ONE-OF-FEW 1977 S1 Lotus Esprit.

PREVIOUS PAGE

Wide angle view from the spot I chose to take photos. Idiotically what went through my mind was : *Vlogger to the left of me, Volunteer to right of me, SUVs in front of me...*

Directly behind, and where all the cars were headed was the Toronto Triumph Club's registration pavilion.

RIGHT

Caterham Seven getting directions to the Lotus row at British Car Day. In the far background **Kevin Marson's** white 1976 Caterham TwinCam can be seen.

NEXT PAGE

Lotus Evora, driver unknown.

TWO PAGES ON

Ben Moody and his 1997 Elise S1...with the top up.

PHOTOS

M.EDDENDEN









VLOGGER

It is not a truth universally acknowledged that the bane of amateur photographers are other amateur photographers. How could it? To condemn other amateurs is to condemn oneself. Yet it's often true. The very large man in the beige jacket is a Vlogger. He is videoing the event, the entire event; there is no escaping him if you are trying to take photos. Photographers take a picture and move out of the way. Vloggers video without stop. He walked up and down this section of road, on the road, the only entry for cars participating in British Car Day—the section I chose to take photos for the newsletter—ceaselessly. The odd time he did rest he lay by the side of the roadway like some terrestrial walrus, arm raised, still videoing and still in the photos. It was challenging enough that minivans & pickups were using the road this year and that volunteers who in previous years had positioned themselves around the bend out of sight, now stood dead centre in the view. Most annoying of all I never saw the Vlogger look at his camera screen to see what he was recording. It was, unprofessional.

RIGHT

The Vlogger in the thick of it.

PREVIOUS PAGE

The Vlogger records British Car Day, walking on the road. To his left Club members **Vern & Nancy Vowles** wait patiently in their Duretec Replica Seven, stuck in traffic. Up ahead the volunteer who appears in many of the photos is patiently giving directions to drivers. For some reason the road was being used by modern, non-British vehicles like the large white pickup at the rear towering over the sports cars ahead, and a minivan in front. (Foreground, right.)

PHOTOS M.EDDENDEN





PREVIOUS PAGE

Jamie Caswell's 2024 Emira tails an Aston Martin. To me the Lotus makes the Aston Martin look conservative.

PHOTO MIKE MCGRAW

RIGHT

I didn't know Morris had a Woodie. It's cute and proper at the same time. As this example is RHD maybe few made it to Canada. The driver is looking at the volunteer who is just out of the picture. Peeking out behind is Murray Graham's black Esprit.

PHOTO M.EDDENDEN

NEXT PAGE

Murray Graham & 1979 Esprit S2. Chris Marson, 2025 Emira, behind.

PHOTO M.EDDENDEN

TWO PAGES ON

A happy **Chris Marson** in his new 2025 Emira.

PHOTO M.EDDENDEN











PREVIOUS PAGE

Roger Barker's 1960 Lotus Elite leads an Evora and an Austin-Healey. The Healey is contemporary in time, not design, with the much more advanced Elite. Why Roger's head is leaning into the corner is puzzling; he would have been in first gear.

PHOTO MIKE MCGRAW

ABOVE and LEFT

Older sedans like the Jaguar XK Mk2 (140?) opposite had a habit of stealing the show.

PHOTO M.EDDENDEN







PREVIOUS TWO PAGES

The Lotus Club's twin cousins:
the yellow 2001 Vauxhall VX220 of **Neil Drew**,
seen here with his daughter **Alivia**,
and the orange 200? Opel Speedster of
Matt Crossley & Gilbert May.

The Vlogger can be seen reclining by the roadside.

PHOTOS MIKE MCGRAW FRONT VIEW
M.EDDENDEN REAR VIEW

RIGHT

Stopped for directions. The familiar Lotus Evora
with the distinctive **LOTUS** emblazoned rear
wing. Driver unknown unfortunately.

PHOTO M.EDDENDEN

NEXT PAGE

Everyone noticed the **Morgan three-wheeler**.
It's a 1937 model with the J.A.P. V-Twin engine
Horsepower is 10.96: that extra .06 matters.
Note the SUVs behind: they were all too common.

PHOTO M.EDDENDEN







ABOVE

Mike Basic waves from his Lotus Esprit. He always waves. Mariana was in the passenger seat. PHOTO M.EDDENDEN

RIGHT

Between traffic jams there were lulls with just a few cars trundling along the dusty road. Here Club Member **Chris Ulyett** leads an MGTC in his RHD 1965 Elan S2.

PHOTO M.EDDENDEN

NEXT PAGE

If I had a Jaguar XJ220 on my tail I'd stare at the rearview mirror too. The 220 is a tour de force Exotic but I prefer the Michelotti designed TR4. Plebian tastes.

PHOTO M.EDDENDEN





When the Europa stopped in front of the volunteer I learned something. The volunteers had a relaxing job I thought. It was a warm, sunny day. They got in free. They got to wear a colourful vest. As for directing traffic how hard can it be? There is only one road and it's One Way. They answer the odd question but after all these years surely most drivers know where to park? Yet standing there taking photographs I saw car after car stop to ask directions. And I saw an aspect of the job I'd never have noticed when I was younger. The volunteer had to bend down, often way down to speak to drivers.

Old sedans and Land Rovers, though there were few, posed no problem for their drivers sat at eye height. Convertibles arriving top down, were fine. The volunteer merely looked down. Sevens were always good: not one had a top. But convertibles with the top up and all coupes were mobile back pains. New Emiras were as bad as old Elans. Lowest were worst : worst were Europas. Volunteers not only bent double they crouched. They did squats. Which would give out first, knees or backs?

The occupants of the Europa that had stopped looked puzzled. They peered at the instruction sheet without a flicker of understanding, exaggerated by their looking like twins. Same hats and glasses, same age, same pale complexions, same open fish-mouthed incomprehension.

SQUATS

RIGHT

The Lotus Europa pulls up to ask for directions before entering the field of parked cars. Throughout the exchange the driver had a urologist's view of the volunteer.

NEXT PAGE

The occupants were puzzled by the directions despite the volunteer's determined attempts to show them where they should go. But then, sitting as low as they did, they may have only glimpsed his gestures. hand and that partially.

PHOTOS M.EDDENDEN







LEFT

The time lapse photos show the awkward pose forced on the volunteer. It was a balancing act accompanied by sweeping declamatory gestures. The queue of waiting cars formed quickly.

Crouching down the volunteer started giving them directions. His stance was awkward and strained but how long he had to endure it was likely more stressful. Unlike his stance, which was determined by the car's height, the duration was set by the driver and his talent for picking up directions. Some drivers were less gifted than others.

Pointing dramatically, the volunteer explained where the Europa had to go, squatting lower and lower as he did so, but the two men's expressions did not change. Behind the Europa, a queue of cars was forming. The volunteer kept at it, talking more emphatically, gesturing vigorously, but the incomprehension on the faces of the men in the Europa did not falter. It was a pantomime. I couldn't hear a word but it was a very convincing display of the volunteer's job description. And the limits of GPS? I noticed a cellphone stuck to the windscreen. Perhaps the driver was so accustomed to being told where to go, step by step, a string of instructions all at once, were a challenge.



Eventually, slowly, the Europa moved on, bequeathing the long line-up to the volunteer. He couldn't straighten up yet. The Europa's driver and passenger must have found the directions helpful—they made it to the correct row and parked with the other Lotus—but they still looked perplexed as they drove away.

Their Europa attracted attention; it was in superb condition, and very pretty. Later I would find that members who sent in photos had all taken a shot of the Lotus.





The Fluorescent Elise

Dustin Fenemore's lime green **1998 Elise R S1** that everyone took photos of. The crowds loved it. The front licence plate looks precarious placed. Dustin's frown, previous page, was due more to the intense sun shining in drivers' eyes and less to the traffic jam of Old British Cars trying to get into British Car Day.

PHOTOS M.EDDENDEN LEFT / CHRIS MARSON ABOVE





ABOVE

Club member **Elaine Cattle** behind the wheel of her 2024 Emira which took 3rd place at Bronte. Rob (passenger) left his Evora & Elise at home but then he had just driven his Evora to Pittsburgh and back, for LOG. See story by Jamie Caswell in this issue.

PHOTO M.EDDENDEN

PREVIOUS PAGE

Lotus Elise leads the way. Driver unknown. PHOTO M.EDDENDEN

RIGHT

Typical DeLorean behaviour on arriving at British Car Day.

Note licence plate.

PHOTO M.EDDENDEN

NEXT PAGE.

By late morning the number of cars trying to get into British Car Day had swelled to the point traffic was backing up wherever the pace slowed as it did at the volunteer giving directions. It started to show on the driver's faces.

PHOTO M.EDDENDEN









The PHOTOS in Parts One & Two

Unusually, several Lotus Club members sent photos of this year's British Car Day: **Mike McGraw**, **Glenn Grainger** and **Chris Marson**. More than a few, and not random cellphone shots. Despite some inevitable overlap (everyone took photos of the racing-striped Europa opposite and of a fluorescent lime green S1 Elise.) there was a larger selection, when my photos were added to the pile, to chose from and to work into the newsletter. So Bronte 2025 is split between this **LOTUSletter**, Christmas 2025, and the following one, Winter 2026. The photos each member took are distributed unevenly across the two parts. Each has their interests and their photos reflect this, especially when it's of their own Lotus. Glen and Chris focused on cars displayed on the field seen in Part 2; Mike on cars arriving, seen in Part 1. As it may interest *some* people in the Club, the cameras and lenses members used are listed at the end of the article.

EDITOR

LEFT

Europa going through 'S' bend on the road into the Park, Mike McGraw's preferred place to stand for photos.



Mike McGraw

Mike's photos have appeared regularly in the **LOTUSletter** for many years despite owning an MGB and a Morgan and being an honorary Lotus member. He is seen here striding forth to take photos at this year's British Car Day. He used a Panasonic Lumix DMZ-FZ 1000 Bridge camera with 24-400mm zoom lens.



Glenn Grainger

Glenn has been a member of LotusClubCanada almost from the beginning. The Lotus Seven above and in the photo to the right, is his rare Series 4. He used a Canon D mk4 with 15mm prime and 24-70mm zoom lens at Bronte.



Chris Marson

Chris is one of the founding members of the Club, and has owned a Lotus Plus 2, a Caterham Seven, a Lotus Elise, and now an Emira. His new camera is a Canon R6 mk2 with 24-105mm zoom lens.



Michael Eddenden

Michael, the editor, drives a Caterham Seven. His camera, which he hopes fervently to supplement one day with the stabilized X-T5 body, is an aging Fuji X-T3 with a 90mm prime lens and a wonderful but *'My God this thing's heavy'* 8-16mm zoom.

PHOTOS M.EDDENDEN EXCEPT ABOVE BY MIKE MCGRAW

The **CREW**

For Sale

CATERHAM SEVEN WHEELS & TIRES

WHEELS

Five **Prisoner Edition wheels ...LIKE NEW**
for 1990 Caterham Seven Super Sprint
15X6.5 13mm positive offset, PCD 108mm (4.25")
UK made by KN Wheels.

TIRES

Four **Falken Azenis 205/50-15**
Old, from 2006, but with less than 500 km on them.
Mounted and balanced, tread depth 6/32"
One **195/60-15 Yokohama A-008**
Very old (1990) but barely used (*A great spare!*)

BEST OFFER FOR BOTH

PLUS Four **15"X7" Aluminum wheels**
to fit Caterham. Painted Yellow.
Only used with 9" slicks for three track days
Slicks tossed!

BEST OFFER

Contact Neil Young: neil.young7@gmail.com





Asking \$85,000 CDN

Vehicle originated in Atlanta, Georgia.

I am the third owner.

I purchased it in 2010. **Now located in PEI.**

Racing Green/Trim Gold Leather

Current mileage **17,700 miles.**

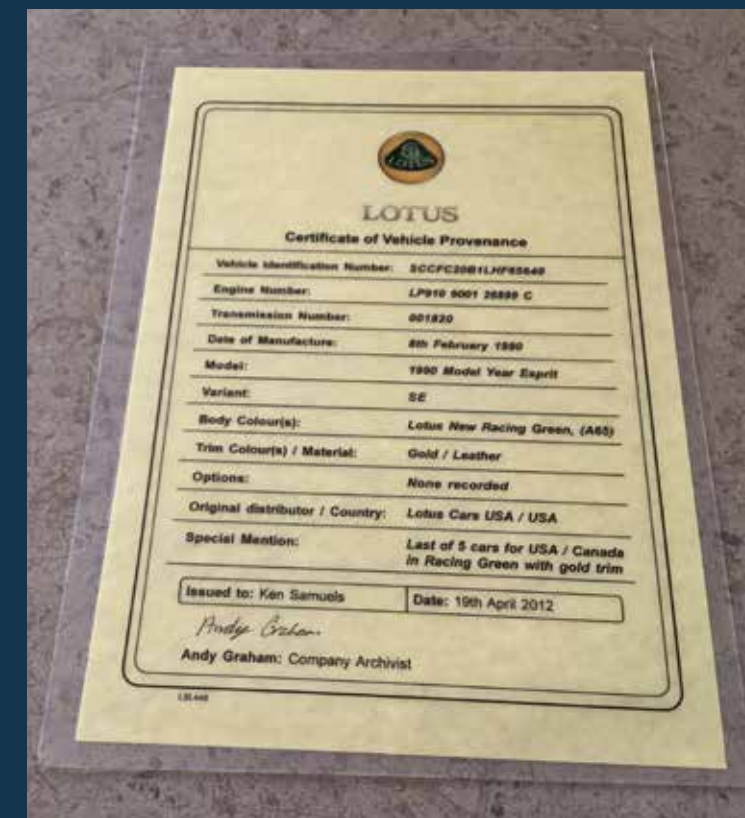
It is the last of only five cars produced for USA/Canada.

Kenneth Samuels

kensamuels1943@gmail.com

902.786.8841

**FOR
SALE
1990 ESPRIT SE**



I am selling my **1968 ELAN PLUS 2**,
as is, and I'm trying to find it a good home.

Asking \$25,000

1968 LOTUS ELAN PLUS 2, Series 1 #427

1558cc Overhead Valve Twin Cam engine

Rebuilt engine with fresh clutch

Twin 40mm Weber Carburetors

Power Brake Booster Rebuilt

Constant Velocity conversion rear axles

Freshened Suspension all around

Rare Colin Chapman signature Steering Wheel

Original Power Windows, new rear speakers

Manuals, Spares,

Picture History of repair/maintenance items

The car is in Ancaster, Ontario

Danny Blaskivich

djblaskivich@gmail.com

905-536-1820

**FOR
SALE
LOTUS
ELAN PLUS II**



1973/4 LOTUS EUROPA TC Special 4-speed

Full body-off restoration. In storage from 1979 to 2000.
Restoration by owner 2000 to 2020.

Lotus Twincam 1577cc engine rebuilt to SE Sprint spec. Odometer reads **5589 miles**, total mileage unknown.

The frame was chemically dipped and rust proofed.

The body was bead blasted to remove all old paint and repainted Grabber Orange.

Seat bolsters reupholstered. Bumpers/gas caps re-chromed.

New parts include wheels, springs and adjustable Spax shocks, Pertronix electronic distributor, SPAL fan, Posi-flow electric fuel pump, stainless steel coolant pipes, brake discs and drums, master cylinder, Kumho Solus TA11 tires (2020) and much more.

Safety Devices Rollbar installed for additional protection.

The car is located in Burlington, Ontario.

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ASKING \$35,000^{CDN} / \$25,000^{USD}

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**LOTUS
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MICHAEL EDDENDEN
CATERHAM SEVEN
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Seen in a parking lot at the corner of
Bathurst and College, Little Italy, from
the passing TTC streetcar.

PHOTO DONNA ENG
PANIC-PROMPTED BY THE EDITOR.

MONTHLY MEETINGS

WE MEET LAST WEDNESDAY,
MOST MONTHS TO TALK SHOP
AND HAVE A BITE AND A BEER.
VENUES CHANGE REGULARLY
SO CHECK THE WEBSITE FOR
THE CURRENT PUB WE ARE
PATRONIZING.

DUES ARE CHEAP: \$20/YR.

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